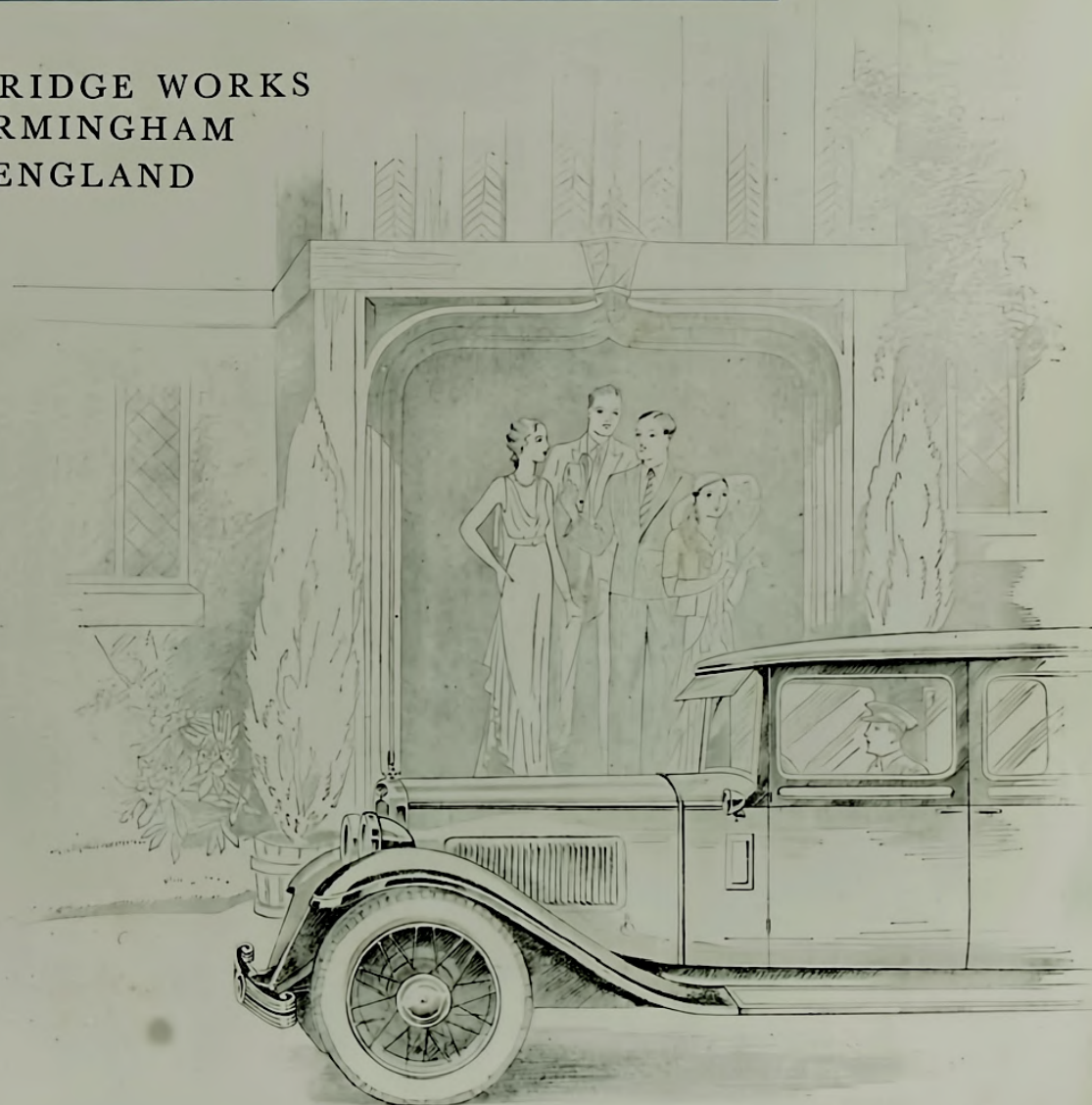


Austin



THE AUSTIN MOTOR CO. LTD.

LONGBRIDGE WORKS
BIRMINGHAM
ENGLAND



Foreword

THIS new edition of the Austin Motor Company's Catalogue is presented to the public with the same confidence as its predecessors.

The varied experience in design and construction gained in a quarter of a century of manufacture, which is at the service of the Austin Company, guarantees that the product shall be a first class one.

All over the world Austin cars have demonstrated under the most trying conditions that the words "As dependable as an Austin" are charged with meaning—that car dependability is measured in "Austin" terms—that Austin cars are the criterion.

With the excellence of Austin cars admitted beyond question, price becomes a factor for close consideration by the purchaser.

The very modern machinery, methods, and direction of the factory ensure that the cost of production is a low one, consequently Austin cars represent the best value on the motor car market.

The high quality of the materials used, the skill of the workers, and the excellent furnishing and finish

of the cars sent out from the Austin factory, are so well known that "Austin" quality means the finest procurable.

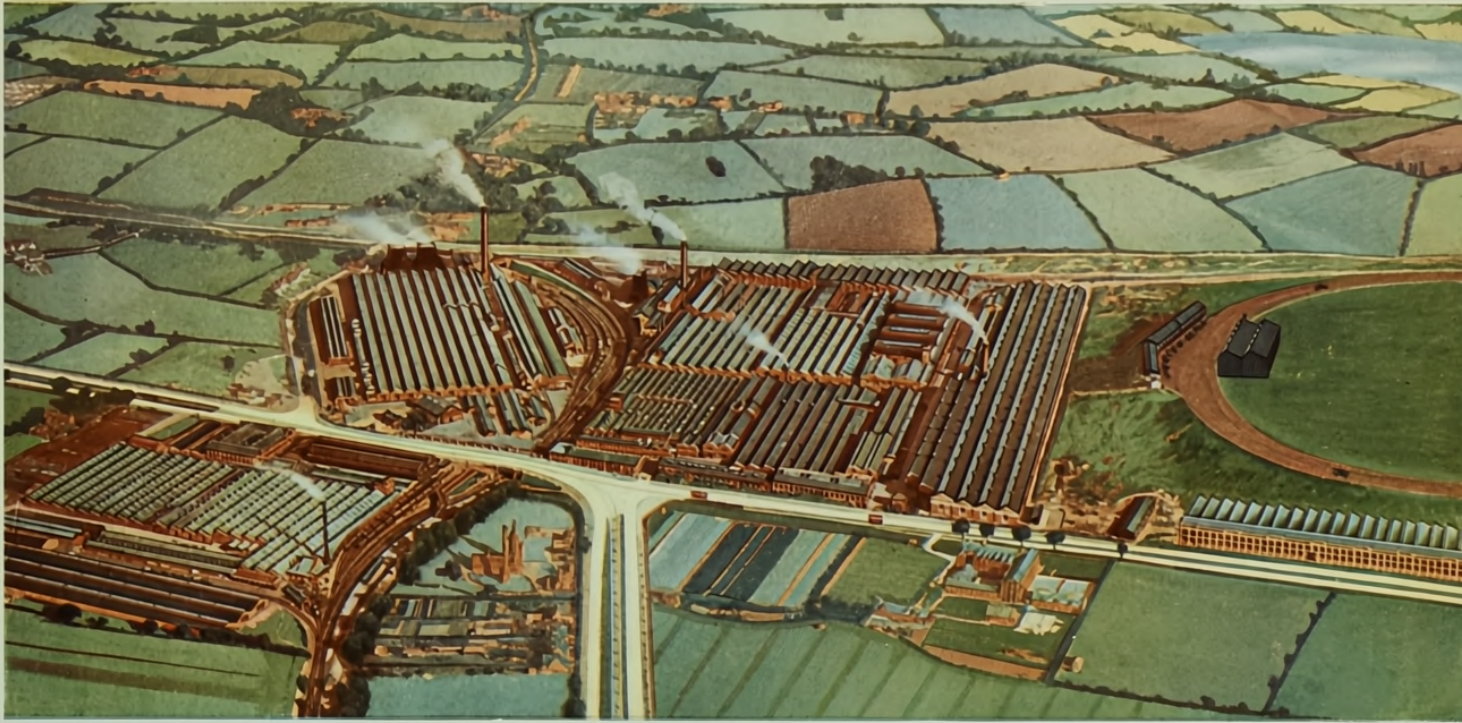
The comprehensive range of models is so wide that it covers almost every possible requirement by the motoring public.

This catalogue offers a short description of these models but no "printed word" can adequately describe the appeal of the car itself. It has to be examined critically, handled, and driven before its manifold good points are thoroughly appreciated.

Every Austin Dealer will welcome the opportunity of demonstrating the merits of any models which may attract a client, and prospective purchasers are invited to ask for a trial run, which will be willingly given.



The HOME of AUSTIN



Longbridge Works

IT IS MORE than a quarter of a century since Sir Herbert Austin founded the business of car manufacture at Longbridge in Worcestershire.

A year later, one hundred and twenty cars were the output of the labour of two hundred and seventy employees.

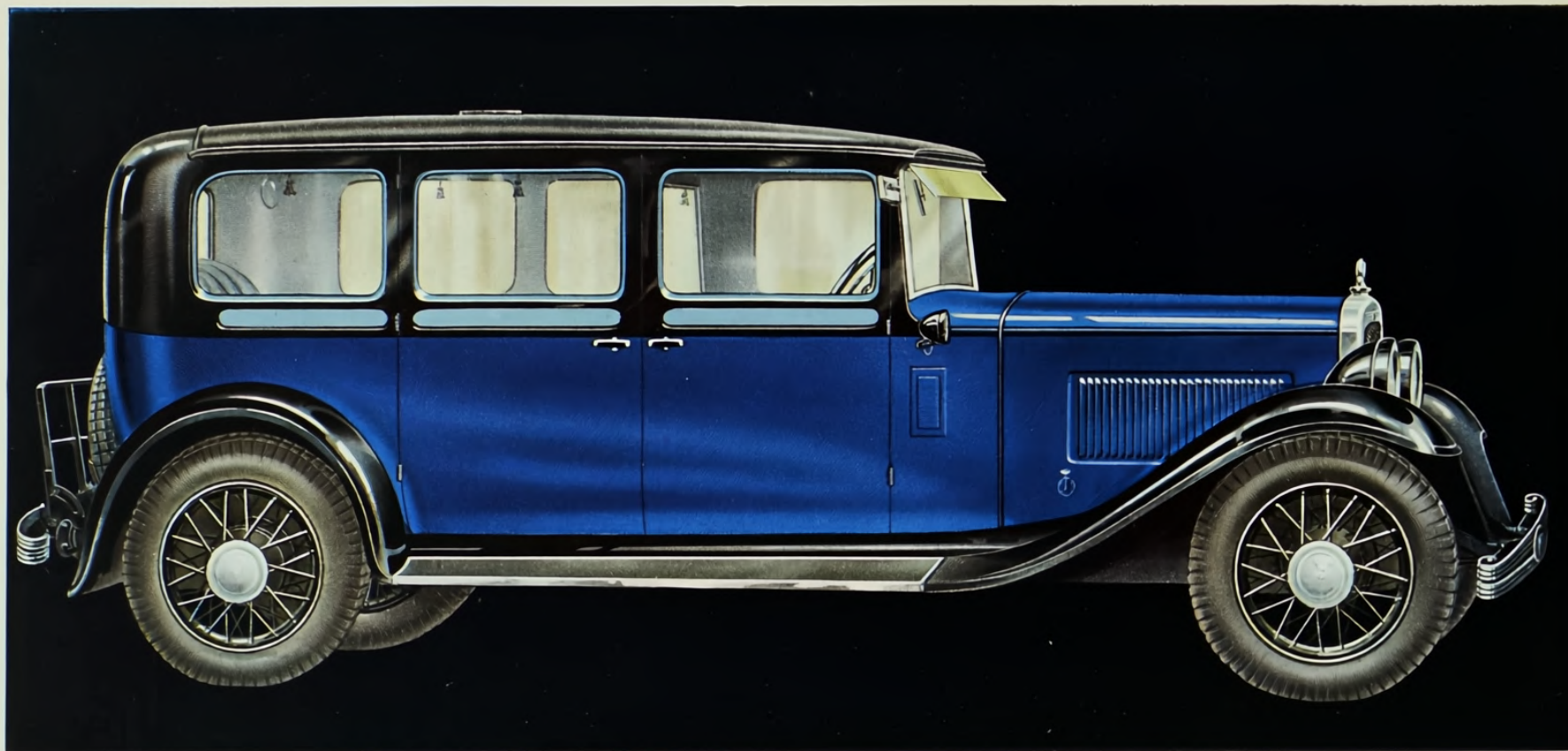
The huge factory now produces nearly sixty thousand cars per annum, employs directly over twelve thousand people, and extends to two hundred acres. In addition to those employed by the Austin Motor Company, many thousands engaged in other industries depend upon the requirements of the Longbridge factory for their livelihood. A hundred and twenty thousand tons of material and forty-five thousand tons of fuel are used annually. Eight goods trains a day convey this huge supply.

In the factory is installed an equipment which comprises the most modern and specialised tools and machinery, to produce the components of a complete car in the most efficient manner.

At every stage of its progress through the Works, the material is subjected to tests—chemical, scientific or practical—in order that the least defect may be discovered, and all inferior articles are rejected by the examiners.

Every engine has to pass a severe bench test, before it is incorporated with the chassis, and each car is driven round the testing track and carefully adjusted before being passed for delivery.

Thus, every possible care is taken to ensure that the high standard of excellence, which is the equivalent of Austin quality, shall be fully maintained.



The Aristocratic Twenty "RANELAGH" Limousine or Landaulette

ELEGANCE and comfort are qualities not always intimately associated, but in the "Ranelagh" Austin designers have achieved comfort in the highest degree and also retained that aristocratic elegance for which the model is famous. There is ample head room and generous leg room. The chassis has an 11 ft. 4 in. wheelbase and when it is necessary to bring the occasional seats into operation there is still plenty of room for the seven people



"RANELAGH" INTERIOR

who can be accommodated. The interior is upholstered in motor cloth or Vaumol hide throughout, and the rear seat has a hinged arm rest in addition to side arm rests. Supple suspension and a powerful silent engine ensure luxurious travelling. The adjustable screen behind the driver's seat makes the "Ranelagh" easily adaptable for driving by owner or chauffeur.

The Austin Twenty-Six

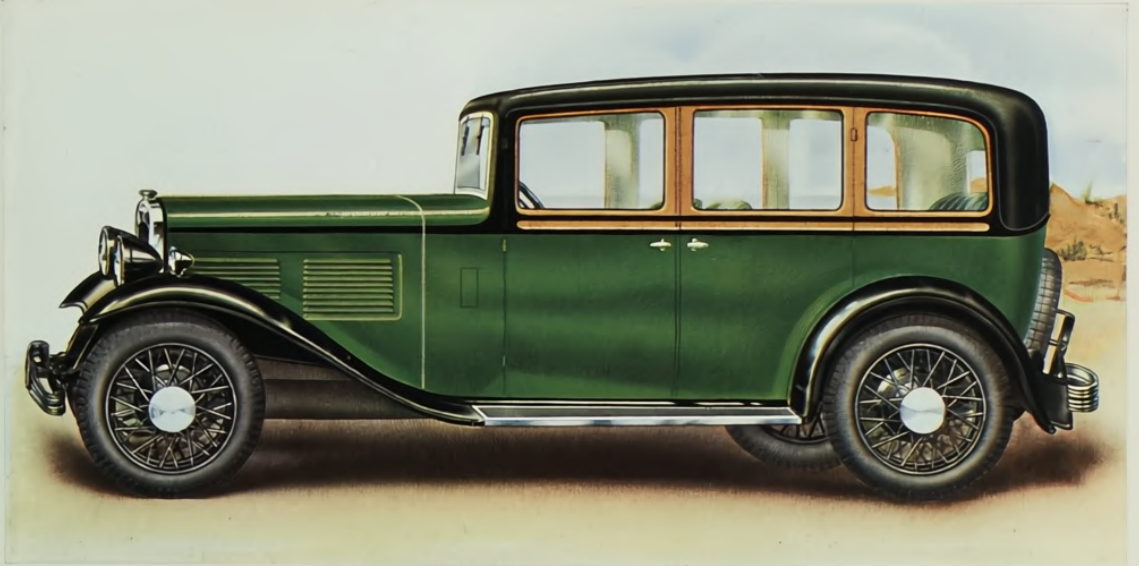
The "Whitehall"

A NEW and elegant saloon car to accommodate five persons, well proportioned and specially produced for fast travelling.

In the shortened chassis there has been a distinct saving in weight without in the least impairing strength or rigidity, and in the bodywork a similar lightening has been accomplished—pillars, etc. are less bulky—and in reducing weight, more light and wider vision have been secured.

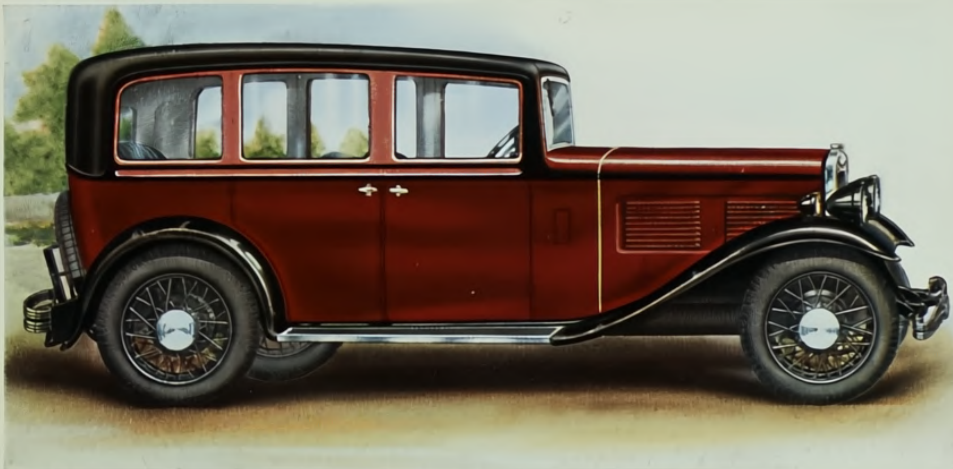
The model will easily reach and maintain a high average cruising speed, and should satisfy driver and passengers alike.

The car has a sunshine roof, is very fully equipped, including dual windscreen wiper, and is beautifully upholstered and carefully finished inside and out.



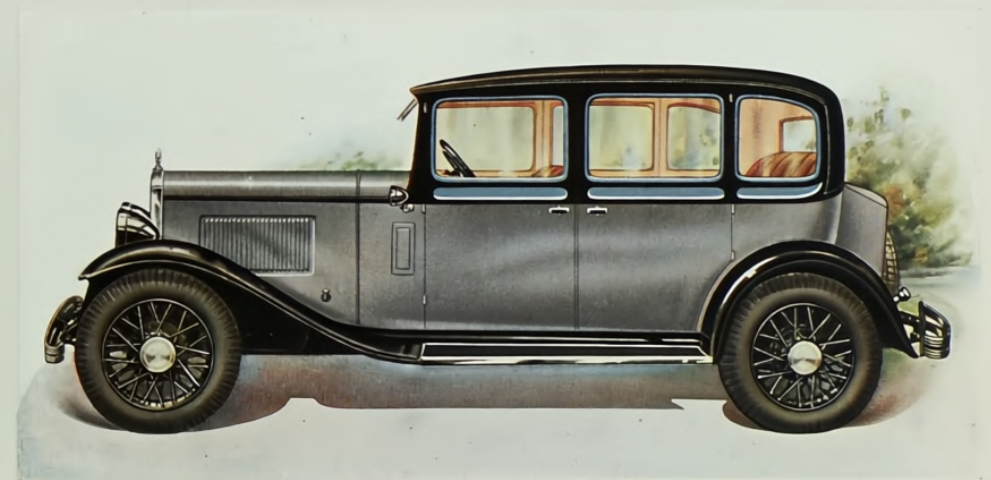
The "Carlton"

THE CARLTON is similar to the Whitehall, but has a fixed roof. It has all the good points of design and construction, but is a standard rather than a "de luxe" model—the furnishings are less costly. This model is remarkable value for its selling price.

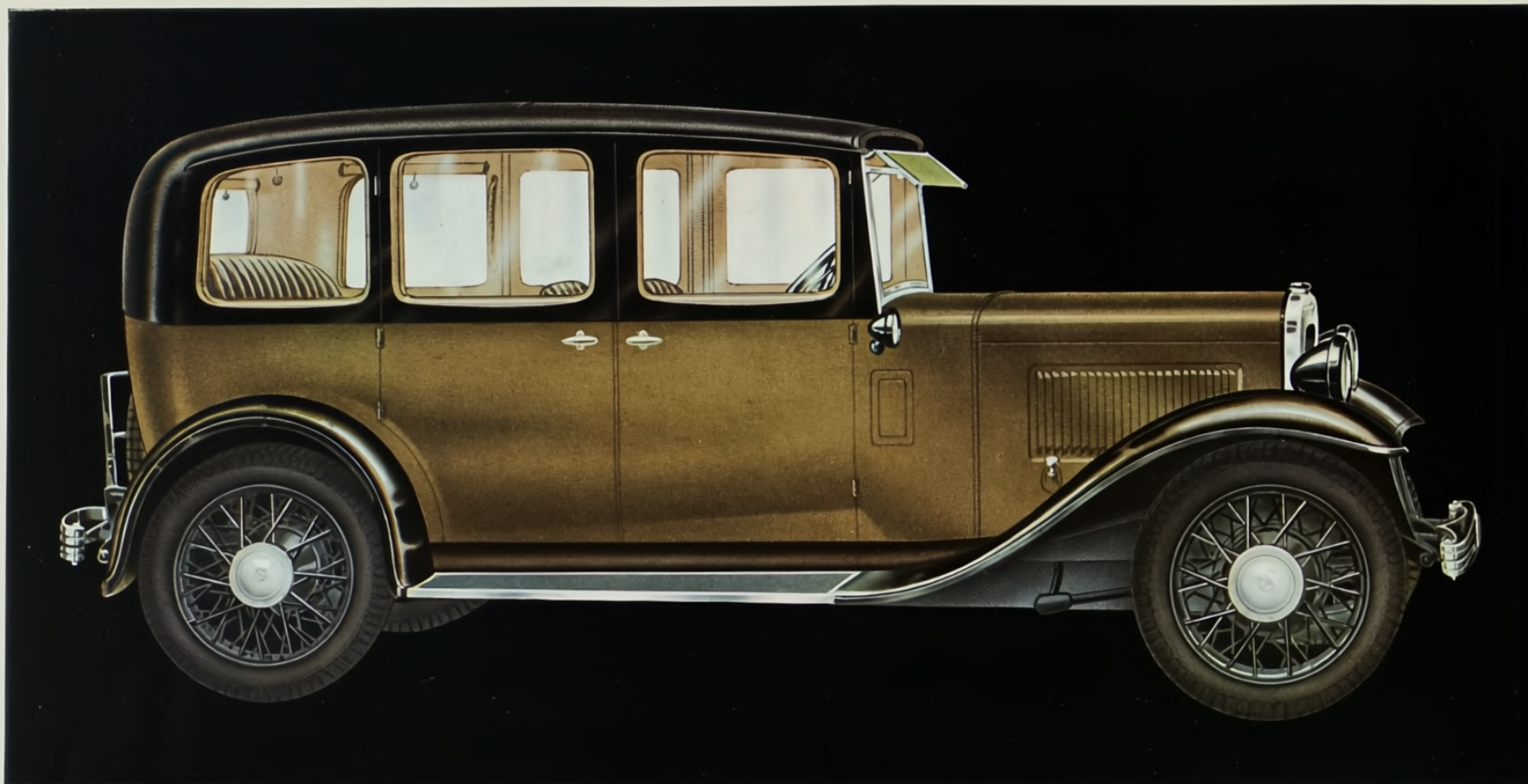


The "Mayfair"

A HANDSOME saloon car with six windows, designed particularly for the owner driver—fitted with sunshine roof and suitable for any occasion in town or country. The luxuriously comfortable seating gives ample accommodation for five persons. Very full equipment, including hinged central arm rest to the back seat, folding tables, foot rests and luggage locker at rear.



FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS, UPHOLSTERED IN VAUMOL HIDE, BEDFORD CORD, REPP OR MOQUETTE. THE CARLTON IS FINISHED WITH CELSTRA HIDE. EQUIPMENT INCLUDES BIFLEX DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, DRIVING MIRROR, WINDSCREEN WIPER, ELECTRIC HORN, LICENSE-HOLDER, BUMPERS FRONT AND REAR, LUGGAGE CARRIER AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED—TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).



The Sixteen h.p. "BURNHAM" de Luxe

PERSONAL comfort and convenience are matters of the first importance to anyone at the steering wheel of a car, and the care and attention to detail, which is characteristic of Austin Cars, is a marked feature of this model.

There is full accommodation for five persons ; the front seats are separately adjustable ; there is ample head, elbow and leg room, and the view ahead and around from the driving seat is unobstructed.



Sixteen de Luxe Saloon Models have hinged centre arm rest to the rear seat, folding tables and foot rests attached to rear of front seats, and a roof net.

Equipped with Sunshine roof, vizor, bumpers, and having a very superior finish to all interior fittings, in addition to a handsome exterior, the Burnham de-Luxe Saloon is a thoroughly attractive car.

THE "IVER" is the same as the "Burnham" in every respect, except that it is fitted with an adjustable screen, which makes it readily adaptable for use either as an owner or chauffeur-driven car.

This de Luxe Coachwork is also mounted on the Twelve h.p. four cylinder chassis, and has Magna wire wheels in place of the standard steel spoked wheels.

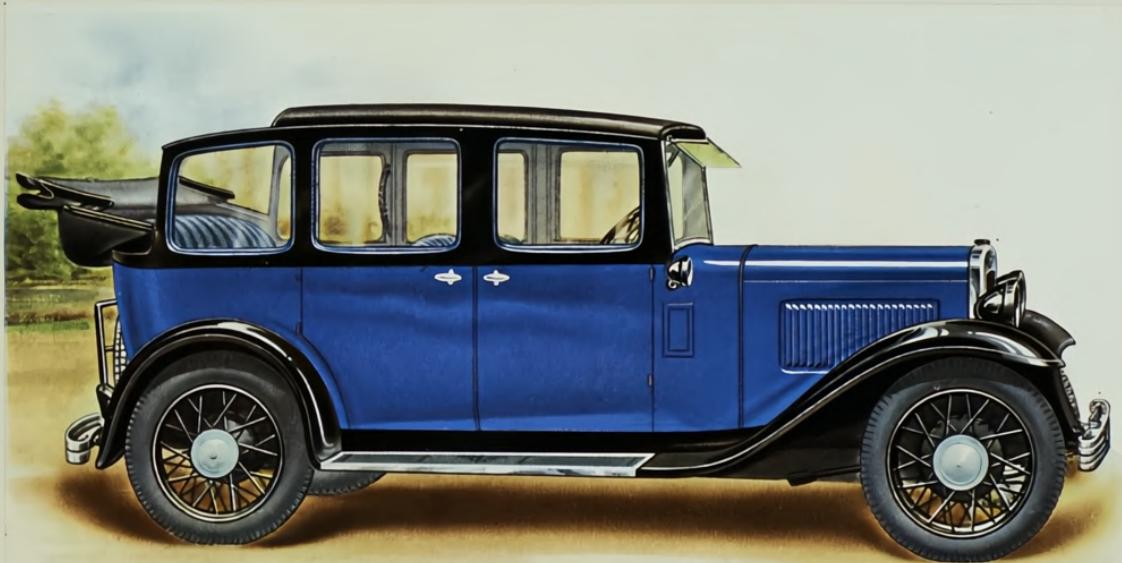
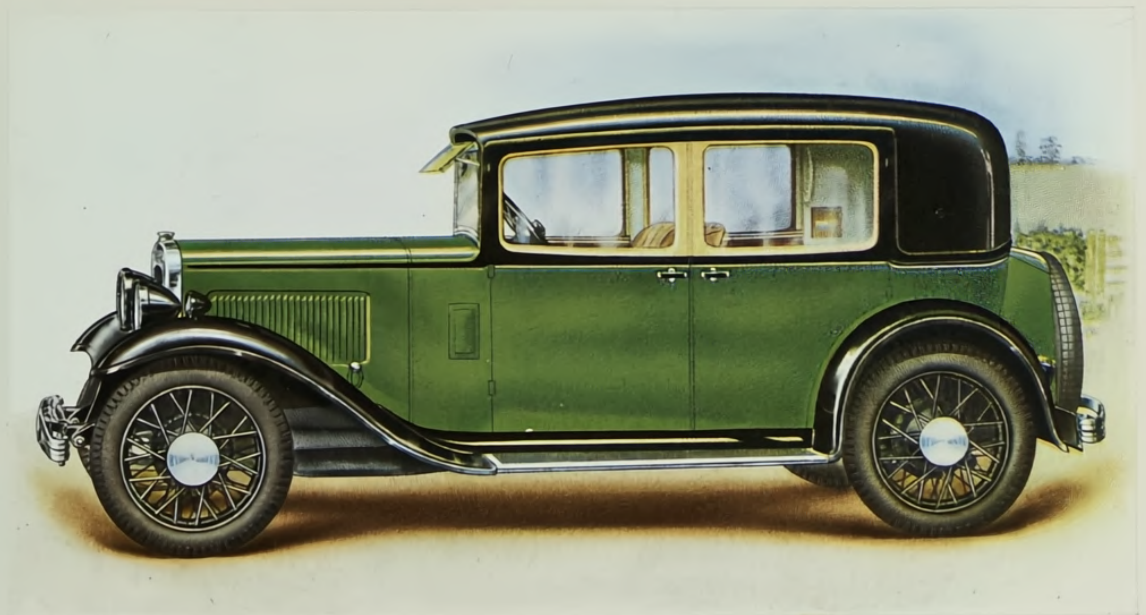
The Austin Sixteen—Models

16 h.p. "Westminster"

THE CARRIAGE-WORK of the "Westminster" is an entirely new design of singularly attractive proportions. It is a four-window model, with seating capacity for five persons.

Its interior furnishings resemble those of the "Burnham" de Luxe.

The sunshine roof and four windows are easily controlled. A slightly sloping single-piece wind-screen, opening outwards, and an efficient vizor are aids to the comfort of the driver. The wide doors also enable the occupants to enter or leave the car readily and easily. There is a convenient luggage locker at the rear of the car, capable of accommodating a suitcase, etc.



16 h.p. "Burnham" Drophead

THIS is another variation of the popular "Burnham," and is intended to meet the requirements of those who prefer that the rear portion of the roof should be collapsible and thus convert the car into a landaulette.

The operation of converting the closed car into a partly open one is a simple matter, needing only the release of two clips in the roof. Reversing the action restores the roof to its closed position.

There is the same high quality of upholstery, fittings and finish as is given to the other "Sixteen" de Luxe Models.

The Austin Sixteen Models



The "Windsor"

THIS is a new five-seater Saloon model, with standard finish and equipment.

The coachwork is of pressed steel, combining lightness with strength, and the lines are both graceful and pleasing. There is spaciousness, air, head room, driving room, seating room, and clear and unobstructed views for the driver and passengers alike.

This Saloon has six windows, four of which are adjustable. The slightly sloping windscreen is hinged at the top and can be fixed open in three positions; the roof ventilator, together with those in the scuttle, provides ample means of keeping the interior well ventilated. Both front seats are separate and easily adjustable, and the cushions are deep and comfortable.

The Sixteen-Six engine and gearbox have become recognised as really good examples of engineering; powerful, smooth, silent, economical and enduring; the braking and controls easy and efficient, while the suspension and upholstery give comfort while the car is travelling at speed.

The "Open Road"

FOR those who prefer a touring car which can be opened or closed according to the vagaries of the weather, the "Open Road" is an ideal choice.

The hood and side curtains are very easily erected, and when in position exclude wind and water and do not rattle. When the side curtains are not needed they fold away into compartments provided in the doors.

There is a capacious luggage grid to accommodate trunks, etc.

The cushions and squabs are deep and full, giving that comfortable accommodation that goes far to prevent "that tired feeling" at the end of a long day's run.



The Austin "Sixteen-Six"—Features

THE AUSTIN SIXTEEN-SIX has been before the public now for four years, and in that period many thousands of satisfied owners have proved its worth. When the car was designed, special care was exercised so that it should be able to overcome what are known as "Colonial conditions"; consequently severe road tests may be encountered without disturbing the ordinary performance of the car.

The smooth, even output of power carries the car along without vibration or labouring, and the six-cylinder engine is so flexible that it has a top gear range of anything between five and fifty-five m.p.h. Because of its liveliness and rapid acceleration it is delightful to handle, either on a long journey or going slowly with crowded city traffic.

Essentially a top gear car; the suspension has received special attention, so even at high speed the car holds on to the road without bouncing or rolling—which creates a feeling of confidence and comfort in driver and passengers.

From the driver's seat, there is wide, uninterrupted vision, and the passengers also have a very good outlook, because obstructions to the view have been reduced to a minimum. Conveniently placed to the driver's hand is the gear control lever of generous length, and on the centre of the driving wheel are the finger-tip controls for the throttle and ignition.

Under the driving wheel is the horn ring upon which the slightest pressure gives instant road warning. "Silentbloc" non-lubricated shackles and efficient shock absorbers are fitted, these, and long, semi-elliptic springs,



zinc interleaved, combine to make the suspension really comfortable even on rough roads. Very little effort is necessary to operate the four-wheel brakes; these are easily adjusted, and powerful in action.

Steering is light and smooth—so little strength is required that the Austin Sixteen-Six is a favourite with lady drivers. Every vital part of the mechanism is of ample proportions and highest quality material.

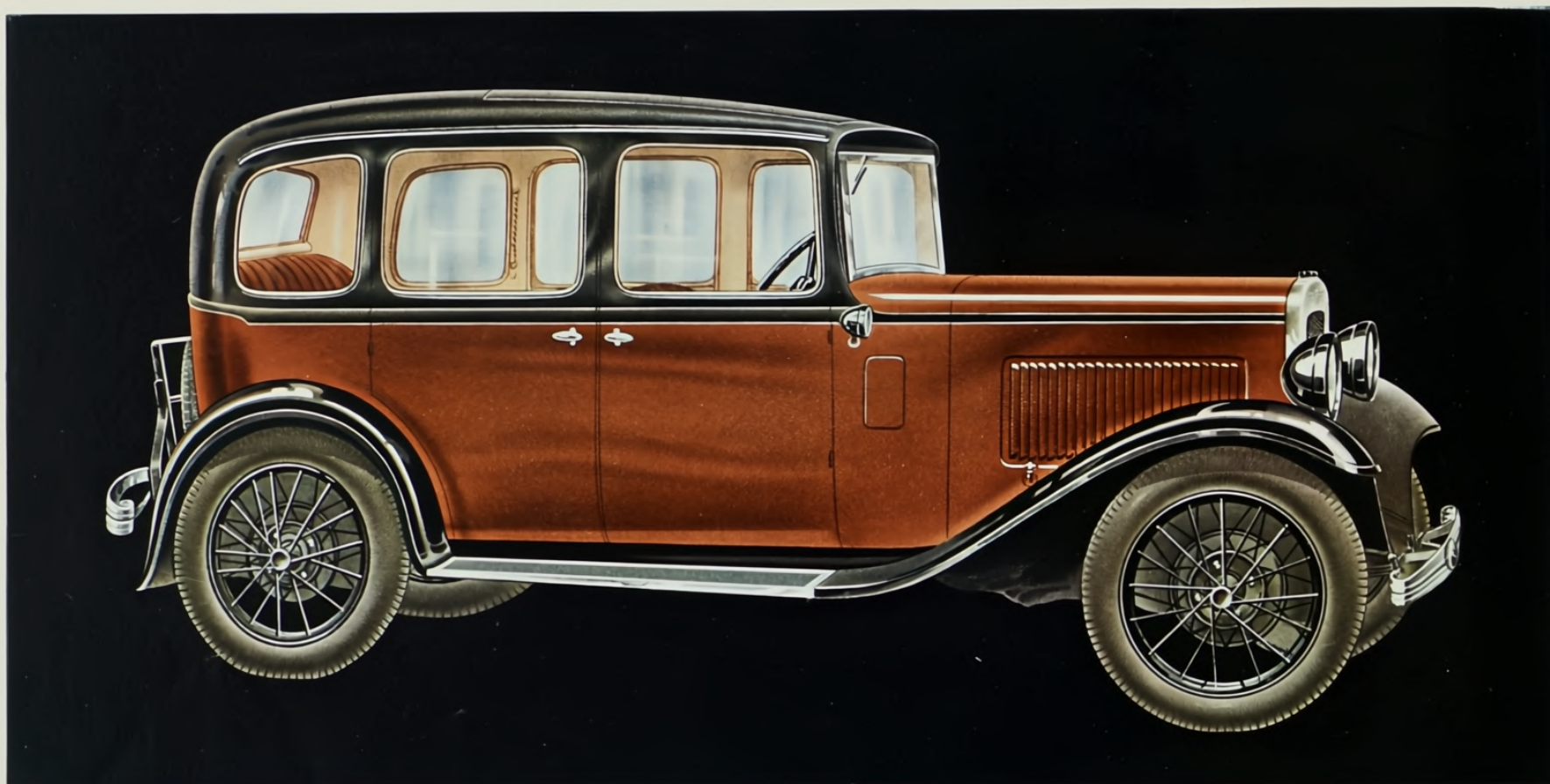


The "Harrow" Two-Seater

HERE IS a very smart two-seater model, which provides two ample seats in the body of the car, and two others in the dickey. All the seats are comfortable.

The hood and side curtains, when in position, defy the worst weather and convert the car into a kind of cosy coupé. The side screens stow away into compartments in the doors when they are not in use.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. STANDARD SALOON AND TOURING MODELS UPHOLSTERED IN LEATHER, AND DE-LUXE MODELS IN LEATHER FROM BEST SELECTED HIDE, MOQUETTE OR REPP. EQUIPMENT INCLUDES BIFLEX MAGNETICALLY OPERATED DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, DRIVING MIRROR, WINDSCREEN WIPER, ELECTRIC HORN, LICENSE HOLDER, IMPROVED LUGGAGE CARRIER, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. BUMPERS AT FRONT AND REAR TO ALL DE-LUXE MODELS. ALL EXTERIOR FITTINGS CHROMIUM PLATED—TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).



The Twelve-Six "HARLEY" de Luxe Saloon

THE AUSTIN TWELVE-SIX is a brilliant example of British automobile engineering and manufacture, and represents a much greater value for its purchase price than has ever been offered to the public.

The De-Luxe model is of handsome appearance. The car is a four-seater, fitted with a sunshine roof, bumpers, and upholstered in leather from best



Interior of Twelve-Six "Harley" Saloon

selected hide. The graceful lines and the refinement of finish make a strong appeal to the discriminating motorist. The four wide doors give easy access to both front and rear seats, and four of the six windows are mechanically operated.

It is speedy and exceptionally well sprung—the ideal car for the owner driver.

The Austin Twelve-Six—Models

The “Eton” Two-Seater

THE TWELVE-SIX TWO-SEATER is a smart looking, speedy car, light to handle and good in traffic. It will dawdle along in top gear at 5 m.p.h. or travel at 50.

In addition to the two front seats it has seating accommodation for two persons in the dickey. Steering is light and easy, braking thoroughly effective, suspension smooth and resilient—a delightful car which, when the hood and side curtains are erected, becomes a snug weatherproof conveyance.



The “Harley” Saloon—Standard Model

THE ACCLAMATION with which this model was hailed, in the first months of 1931, has been followed by a period during which thousands of owner drivers have tried out the car by everyday usage.

Abroad and at home, it has achieved a remarkable success. It is a four-seater model with very ample accommodation—speedy, tractable and exceptionally well sprung—an ideal car for the owner driver because of the simplicity of its design and the small number of lubricating points which require attention.

The “Open Road” Tourer

A NEW FOUR-SEATER touring model has been produced for the Twelve-Six chassis. It is of pressed steel, and thus combines lightness and strength.

The hood is of Austin standard quality—thoroughly weatherproof. The side curtains fit securely and without rattle, and these, when not in use, are carried in a compartment in each of the doors, where they are securely fastened.

Those motorists who prefer “tourers” have a splendid proposition in this Twelve-Six Model.



The New Austin Twelve-Six—Features

THE AUSTIN TWELVE-SIX was specifically designed as a light six car to accommodate four persons. It is not an adaptation or variation of any previous Austin model.

It had been subjected to lengthy and strenuous tests on some of the roughest roads in the country before it was offered to the public.

The engine and gearbox, forming a unit, are secured to the frame by bearer arms bolted upwards, consequently it is possible to remove the engine and gearbox downwards with very little trouble. The cylinder block and the greater portion of the crankcase form a single casting. The cylinders have ample water cooling spaces around them, and an air cleaner prevents grit and dust being taken into the engine, which would cause undue wear in the cylinders.

The gear change is simple, the hand falls naturally on to the long lever, the clutch is light, and the brakes, which are applied to all four wheels either by hand or foot, are smooth, progressive, and powerful. The ability of the engine to loiter along at little more than five miles an hour, and to accelerate smoothly and swiftly from 10 to 40 m.p.h. in 30 seconds, makes it an ideal car for the owner driver.

The duties of maintenance have been lessened by the reduction of greasing points. For example, special zinc bushes of a rustless kind, packed with grease to last for a very long period, are used throughout the brake gear—



there are Silent-bloc bushes for the springs, all springs are interleaved with zinc—and there are only nine places where the grease gun is used, and they are very accessible on the front axle and steering.

The petrol tank at the rear has a large filler and contains 8 gallons ; petrol is fed to the carburetter by means of a petrol pump and the contents of the tank are recorded by a Telegage on the instrument board.

Access to carburetter, petrol pump, oil filler distributor and batteries is unobstructed.

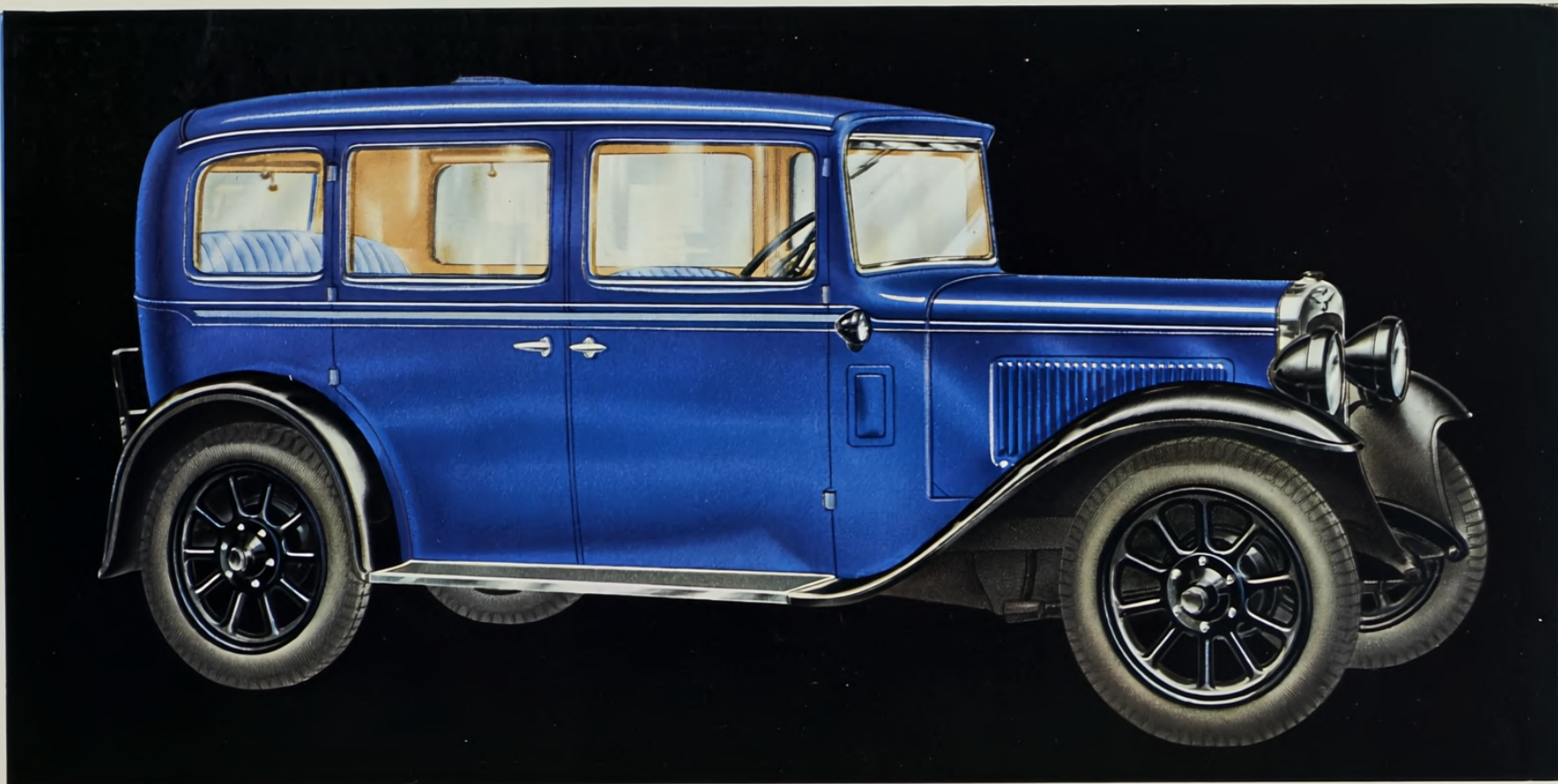
On the wheel are the dip and switch finger levers, and the electric horn button only. The advance and retard of the ignition is automatic, and the engine is quickly responsive to the accelerator pedal.

The windows are mechanically operated, and the slightly sloping single piece windscreen can be easily opened and fixed.

The upholstery is of smart appearance and good wearing qualities, deep and comfortable.

FURNISHING AND EQUIPMENT.—PAINTED TO CHOICE OF AUSTIN COLOURS, SALOONS UPHOLSTERED IN WOOL OR LEATHER CLOTH, OPEN CARS IN LEATHER, AND DE LUXE MODELS IN LEATHER FROM BEST SELECTED HIDE. EQUIPMENT INCLUDES DIP AND SWITCH HEADLIGHTS, VENTILATORS IN SCUTTLES, CLOCK, SPEEDOMETER, TELEMETER PETROL GAUGE, DRIVING MIRROR, WINDSCREEN WIPER, ELECTRIC HORN, LICENSE HOLDER, LUGGAGE CARRIER, AND THOSE ACCESSORIES SHOWN ON THE CHASSIS SPECIFICATION. ALL EXTERIOR FITTINGS CHROMIUM PLATED—TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).





Twelve h.p. "WINDSOR" Saloon

THE AUSTIN TWELVE has made history for consistent good performance. Reliable, economical, sturdy, it has a splendid reputation throughout the Empire for everyday unfaltering service.

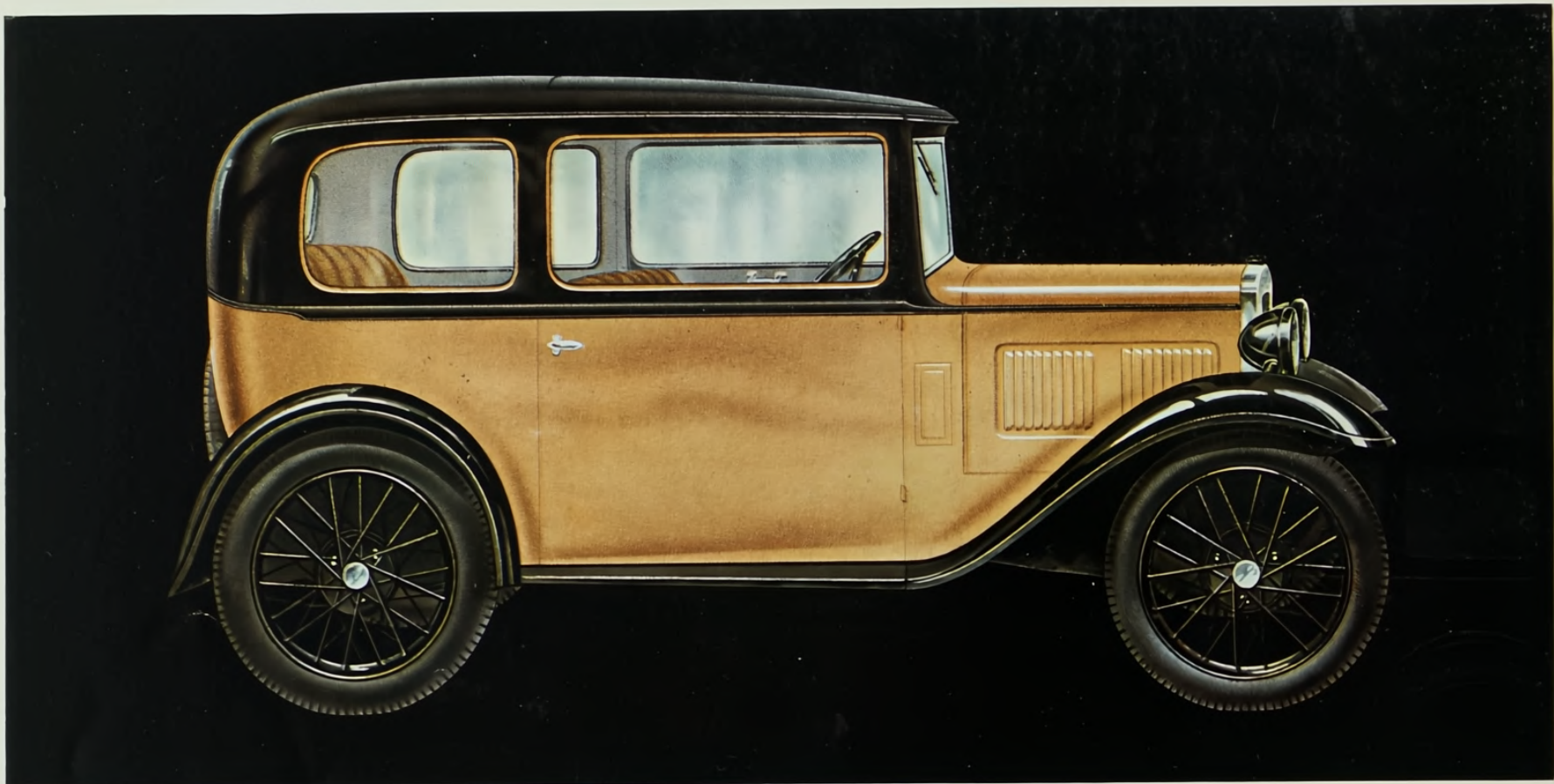
The Windsor Saloon has a steel body of very shapely and attractive proportions, with ample accommodation for five persons.

A flexible four-cylinder engine with a fine reserve of power, a good hill climber with ability to maintain an excellent pace

on the road ; a strong chassis, light steering, powerful brakes, satisfactory springing and an attractive well-finished saloon body—that is a summary of the "Windsor."

Four of the six windows are adjustable, the slightly sloping single piece windscreen can be fixed open in three positions ; this, in combination with the roof ventilator, ensures perfect ventilation. There is a "Burnham" De-Luxe Saloon on this chassis, similar to the 16 h.p. model.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. THE BURNHAM DE LUXE SALOON IS SIMILAR TO THAT ON THE SIXTEEN H.P. CHASSIS, AND MAGNA WHEELS ARE FITTED INSTEAD OF STEEL SPOKES. THE WINDSOR SALOON IS UPHOLSTERED IN LEATHER. EQUIPMENT INCLUDES DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, ROOF VENTILATOR, CLOCK, PETROL GAUGE, DRIVING MIRROR, WINDSCREEN WIPER, ELECTRIC HORN, LICENSE HOLDER, IMPROVED LUGGAGE CARRIER, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED—TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).



The New Seven "DE LUXE" Saloon

WHEN THE Austin Seven—providing full seating accommodation for four adults—was placed before the public, the great improvement was universally recognised and appreciated.

This new model further increases the interior accommodation, and is a really beautiful miniature car.

It has a sunshine roof, easily opened or closed from the driver's seat. The upholstery is carried out in leather



from best selected hide, and the pneumatic cushions are deep, full and extremely comfortable.

Both front seats tip up and are independently adjustable. This convenience, combined with the very wide doors, makes entry or exit extremely easy.

The exterior appearance is enhanced by the new pattern mudguards, and the new wheels are stronger and have chromium-plated centres.

The Austin Seven Models

The "Seven" Two-Seater

A "NIPPY AND NATTY" little model with appearance in line with its performance.

The wide doors give easy access to comfortable seats, and the car is both a sporty proposition and thoroughly comfortable conveyance too. There is ample luggage space and the spare wheel—included in the equipment—is neatly stowed away.

The hood and side curtains afford ample protection when in position.

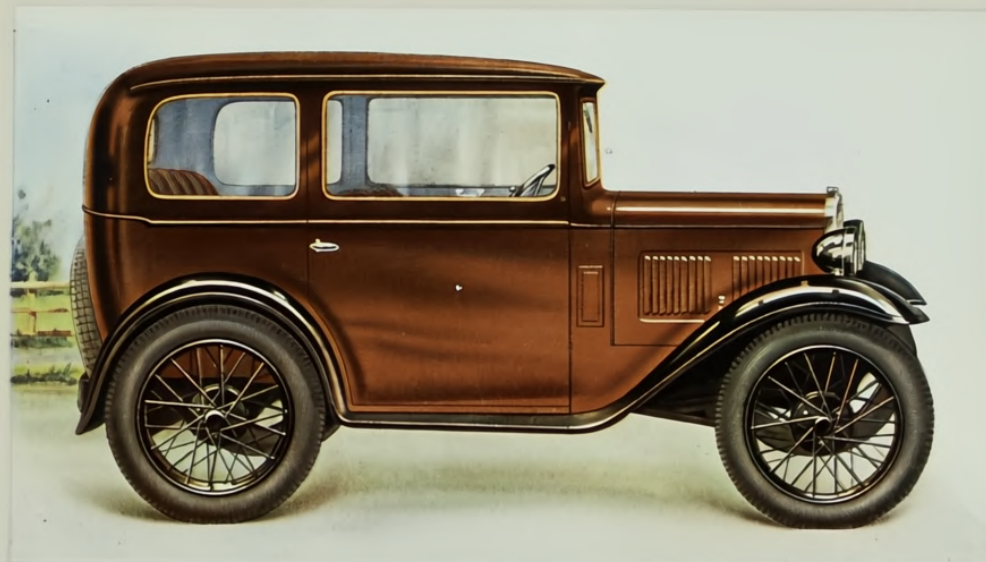


The Austin Seven Saloon

THE STANDARD four-seater saloon retains all the points which have gained its well-deserved favour. The outside appearance pleases the eye—the proportions of the little car are very nicely balanced.

The interior is surprisingly commodious, visibility is good and ventilation excellent. The front seats are adjustable and tip up, giving easy access to the rear.

There is a slightly sloping one-piece windscreen, operated by a simple device.



The "Tourer"

EVERYONE knows this model—it is "the little friend of all the world." With the hood up or down, the car looks smart and attractive.

Like the saloons, the well equipped fascia board possesses two small recesses for gloves, maps or small parcels, and another convenience which it has in common with the closed cars, is that both the comfortable front seats tip up and are independently adjustable.



The Austin "Seven"—Features

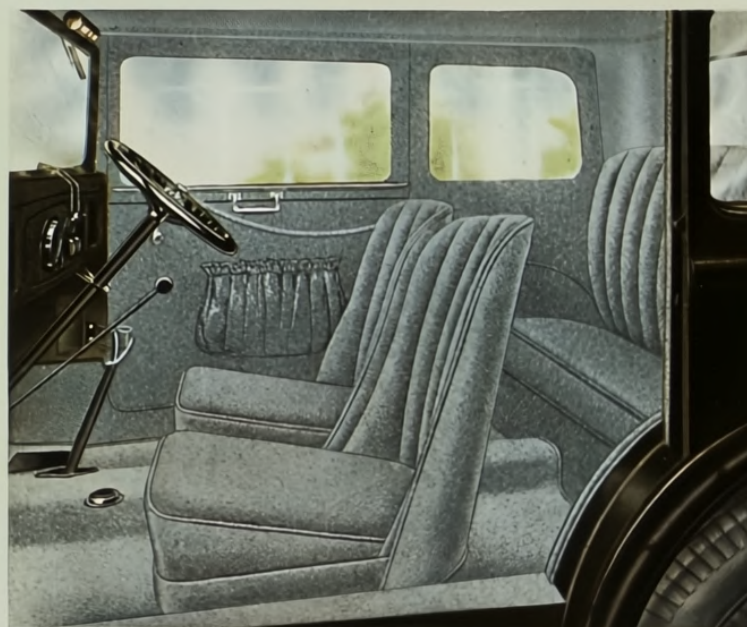
ALTHOUGH the Austin Seven is familiarly referred to as "the Baby," this should in no sense be taken as a suggestion that it was designed to accommodate persons of diminutive stature; on the contrary, tall persons find themselves quite comfortably and conveniently seated when driving the car.

The Austin Seven will transport four adults in comfort for long journeys.

The pneumatic upholstery provides resilient easy seating. Both the front seats tip up and are also independently adjustable. There is no difficulty about easy entrance or exit. It is safe to say that many thousands of motorists learned to drive on an Austin Seven, and gained their motoring wisdom and road sense while piloting this popular favourite; and there is no better car for the purpose. The driver is so conveniently seated with the controls within easy reach, that, even with a beginner, efficiency as a motorist is not long in coming.

Change speed, clutch and brakes, each and all require very little effort to operate—they do their work easily and smoothly.

It is because of the great ease of operation and control that so many Austin Sevens are the property of lady drivers, who find them thoroughly satisfactory for their requirements. Owing to its small size, it may be suspected to be lacking in durability. The answer to this is, that all over the world the Austin Seven has been subjected to tests, far beyond anything thought of when the car was designed, and has come through them triumphantly.



From the Tropics to the South Pole, in every climate and under almost every conceivable condition of road and weather, the Austin Seven has demonstrated its stamina and quality. The whole chassis, which embodies a number of valuable patents, reveals a conception of strength, rigidity and lightness, which is unique. The triangular form of the chassis gives three-point suspension of the engine unit and the body of the car. The transverse front spring, connected at its centre with the frame, permits free riding movements of

the wheels over rough road surfaces. Shock absorbers assist riding comfort and the wheels are easily detachable.

The brakes are powerful, they act on all four wheels, and are readily adjustable.

Every part which may require lubrication or attention is easy of access.

Finally, the Austin Seven is the most economical car in the world to operate. Running costs for petrol and oil are the minimum.

These are the qualities which have earned the Austin Seven its prominent place in the Motor World.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. SALOON MODEL UPHOLSTERED IN WOOL REPP OR LEATHER CLOTH. TOURING AND TWO SEATER CARS IN LEATHER CLOTH. DE-LUXE SALOON IN LEATHER FROM BEST SELECTED HIDE. EQUIPMENT INCLUDES ELECTRIC STARTING AND LIGHTING, DIPPING BEAM DEVICE FOR HEADLIGHTS, AIR STRANGLER, ELECTRIC HORN, SPEEDOMETER, DRIVING MIRROR, WINDSCREEN WIPER, LICENSE HOLDER, SHOCK ABSORBERS, SPARE WHEEL AND TYRE, AND BLANK NUMBER PLATES.

The Austin Seven Engine

THE AUSTIN SEVEN ENGINE is a "high efficiency" power unit designed to give the maximum output for the minimum consumption of fuel, it generates 10.5 b.h.p. at 2,400 r.p.m., and a gallon of petrol will suffice for 40 to 45 miles.

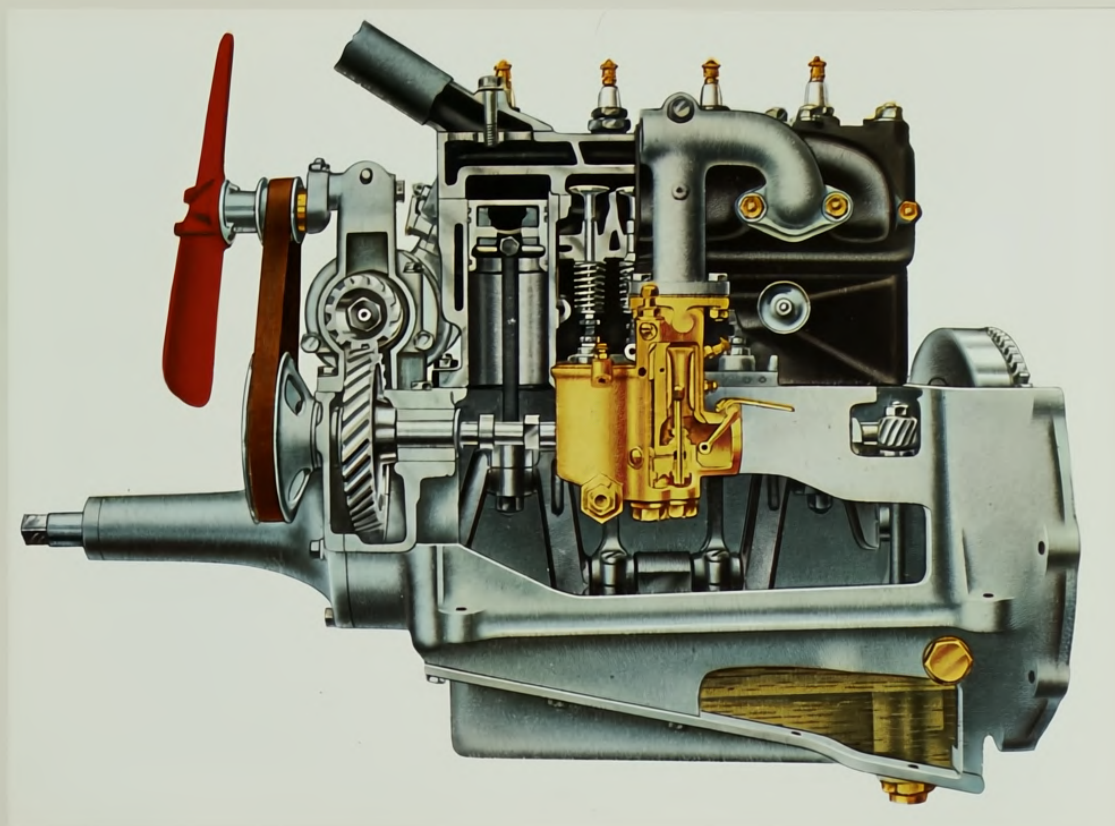
The sturdy crankshaft, of specially selected alloy steel, is carried on two roller bearings.

The pistons, which are of a particularly tough aluminium alloy, are machined and ground to fine limits. All moving parts, including those previously mentioned, are carefully tested on balancing machines before being passed for engine assembly. The lightness of the reciprocating parts is a feature of an engine remarkable for rapid acceleration. The timing gears are designed to run silently and with the minimum of wear.

The engine unit is exceedingly compact without sacrifice of accessibility to any components which may require those "little attentions" which mean so much in prolonging the life and sweet running of the engine.

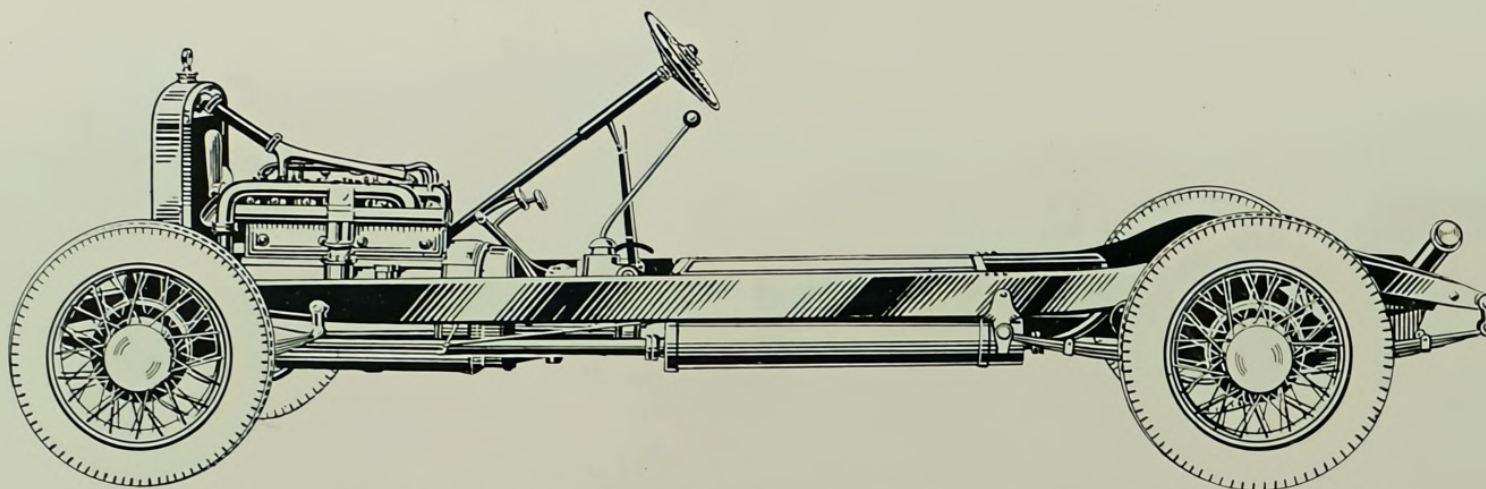
The cooling system of the Seven is adequate for any task and any climate. The water passages in the monobloc are of generous dimensions, and the fan cooled radiator has a capacity of one and a quarter gallons.

Proper lubrication of a small high efficiency engine is of the first importance, and is well provided for in the Austin Seven engine design. The reservoir holds about half a gallon, and is easily removed for cleaning purposes. Oil is circulated by means of a gear driven pump which forces oil to the crankshaft,



whilst other parts receive lubrication from an oily mist. The Seven engine has definitely the smallest consumption of oil per thousand miles.

The carburetter, which is bolted on to a special cast aluminium induction pipe, is very accessible, so that any small attentions, such as clearing jets, and slow running adjustment, may easily be carried out. An air strangler is provided to facilitate starting. In order to further help the vaporisation of the petrol, a hot spot is provided at the junction of the induction pipe. Petrol is fed to the carburetter from a five gallon tank, via a two-way tap, which gives a reserve supply of one gallon.



The AUSTIN TWENTY 6-Cylinder

GENERAL DIMENSIONS.

Wheel base	-	$\begin{cases} 10\text{ft. } 10\text{in. (3,302 mm.)} \\ 11\text{ft. } 4\text{in. (3,454 mm.)} \\ \text{or } 10\text{ft. } 0\text{in. (3,048 mm.)} \end{cases}$
Track	-	4ft. 8in. (1,422 mm.)
Road clearance	-	9in. (229 mm.)
Turning circle,	10ft. 10in. 53ft. (16,154 mm.)	
	11ft. 4in. 55ft. (16,763 mm.)	
	10ft. 0in. 44ft. 6in. (13,563 mm.)	

ENGINE.

6-cylinder monobloc ; bore $3\frac{1}{8}$ in. (79.5 mm.); stroke $4\frac{1}{2}$ in. (114.5 mm.). Total capacity 3,400 c.c. ; R.A.C. rating, 23.5 h.p. ; b.h.p. at 2,000 r.p.m., 49. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. The Pistons are of aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 16 gallons (72 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan and pump.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels on the 10ft. 10in. and 11ft. 4in. models are : 1st speed, 20 to 1 ; 2nd speed, 11.5 to 1 ; 3rd speed, 7.3 to 1 ; top speed, 4.67 to 1. On the 10ft. wheel base model, the ratios are 1st speed, 17.62 to 1 ; 2nd speed, 9.40 to 1 ; 3rd speed, 6.07 to 1 ; top speed, 3.92 to 1. Gear changes are effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

The brake operating mechanism has been improved and strengthened. Four wheel brakes are fitted in addition to that on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.

A new patented roller worm wheel makes the steering remarkably light and easy. Over the steering wheel are the improved gas and ignition levers and the dip and switch control. Under the wheel is the ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

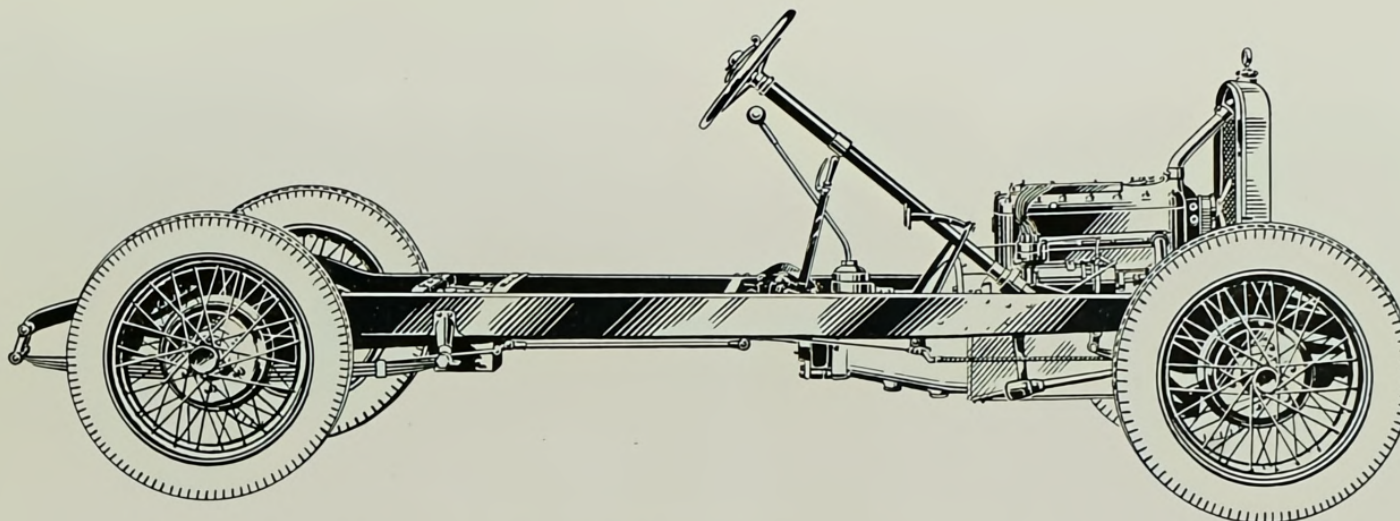
WHEELS AND TYRES.

Magna wire wheels, with Dunlop cord tyres.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board. "Biflex" magnetically operated dip and switch headlamps ; combined "stop" and tail lamp ; bumpers at front and rear, carburetter air strangler, air cleaner, clock, electric horn, speedometer, motometer, spare wheel and tyre. The tools are securely and neatly stowed in special compartments.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN SIXTEEN 6-Cylinder

GENERAL DIMENSIONS.

Wheel base	-	-	9ft. 4in. (2,844 mm.)
Track	-	-	4ft. 8in. (1,422 mm.)
Road clearance	-	-	7½ in. (191 mm.)
On Export models	-	-	8½ in. (216 mm.)
Turning circle	-	-	42ft. (12,801 mm.)

ENGINE.

6-cylinder monobloc; bore 2.58in. (65.5 mm.); stroke 4.375in. (111 mm.). Total capacity 2,249 c.c.; R.A.C. rating, 15.9 h.p.; b.h.p. at 2,400 r.p.m., 36. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. Pistons are of aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by vacuum system. A contents gauge is included on the instrument board.

IGNITION.—By coil and battery.

COOLING.—By fan and pump.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels are: 1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.12 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

The brake operating mechanism has been improved and strengthened. Both the hand brake and the pedal apply brakes to all four road wheels. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the improved gas and

ignition levers and the dip and switch control. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

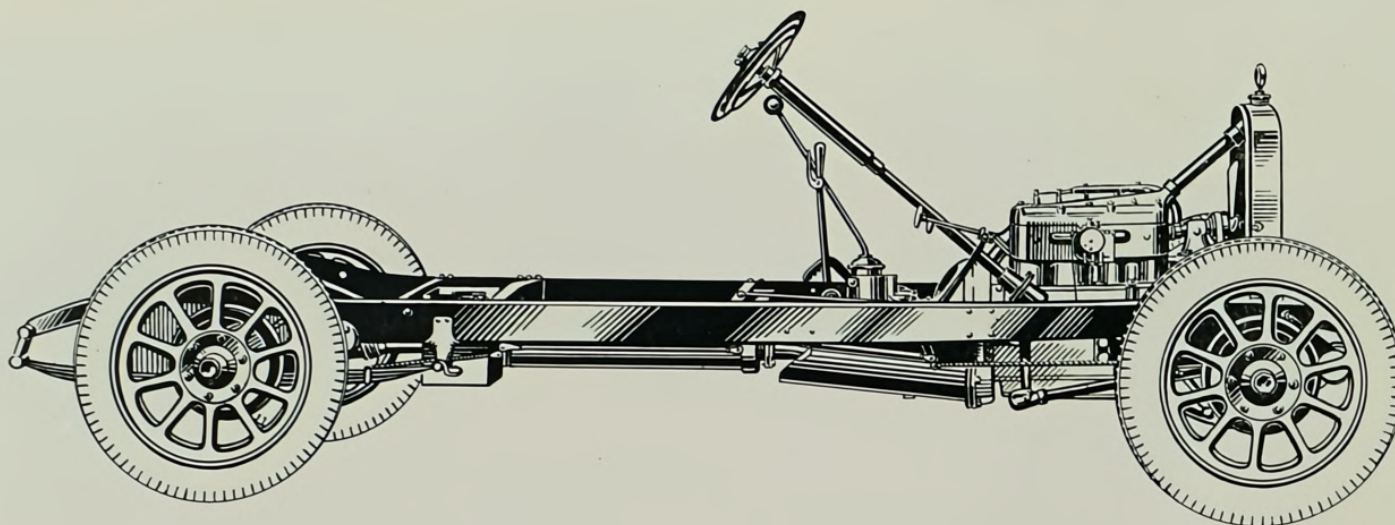
WHEELS AND TYRES.

Wire wheels, with Dunlop cord 30×5.00 (5.00-20) tyres. Magna wheels on de Luxe models.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board. "Biflex" magnetically operated dip and switch headlamps; combined "stop" and tail lamp; carburetter air strangler, air cleaner, clock, speedometer, motometer, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in special compartments.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN TWELVE

GENERAL DIMENSIONS.

Wheel base	-	-	9ft. 4in. (2,844 mm.)
Track	-	-	4ft. 8in. (1,422 mm.)
Road clearance	-		8in. (203 mm.)
On Export models	-		9in. (229 mm.)
Turning circle	-		42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc ; bore $2\frac{1}{8}$ in. (72 mm.); stroke $4\frac{1}{2}$ in. (114.5 mm.). Total capacity 1861 c.c. ; R.A.C. rating, 12.8 h.p. ; b.h.p. at 2,000 r.p.m., 27. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. Pistons are of aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By magneto.

COOLING.

By fan and pump.

LUBRICATION.

Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward and reverse. The ratios of engine to road wheels are : 1st speed, 20 to 1 ; 2nd speed, 12 to 1 ; 3rd speed, 8 to 1 ; top speed, 5.12 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

The brake operating mechanism has been improved and strengthened. Four wheel brakes are fitted in addition to that on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition levers of improved design. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

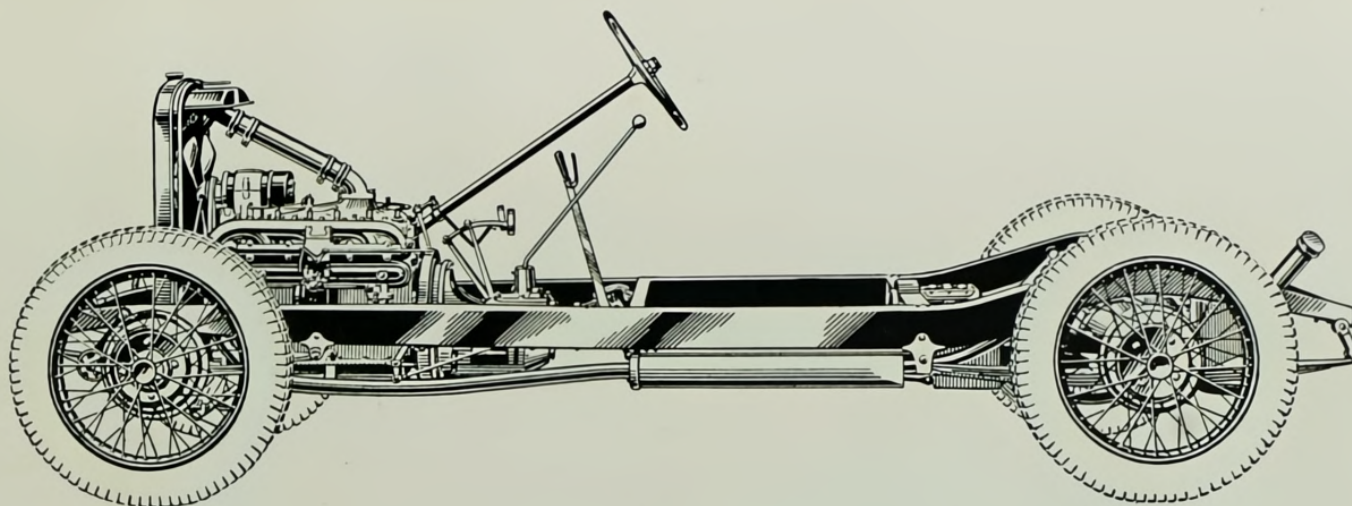
WHEELS AND TYRES.

Steel spoke wheels, with Dunlop cord 30in. $\times 5.00$ in. (5.00-20) tyres.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps ; combined "stop" and tail lamp, carburetter air strangler, air cleaner, clock, speedometer, motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in special compartments.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN TWELVE-SIX

GENERAL DIMENSIONS.

Wheel base	-	-	8ft. 10in. (2,694 mm.)
Track	-	-	4ft. 2in. (1,270 mm.)
Road clearance	-	-	7½in. (190 mm.)
Turning circle	-	-	42ft. (12,801 mm.)

ENGINE.

6-cylinder monobloc; bore 2.410in. (61.25 mm.); stroke 3.335in. (84.63 mm.). Total capacity, 1496 c.c.; R.A.C. rating, 13.956 h.p.; b.h.p. at 2,400 r.p.m., 24. The cylinder head is detachable and the valves are all on the left-hand side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on four bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has three speeds forward and reverse. It forms one unit with the engine, and the whole is suspended at four points. The ratios of engine to road wheels are: 20.15, 9.35 and 5.5 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

Four wheel expanding brakes operated either

by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip and switch mechanism for the headlamps.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

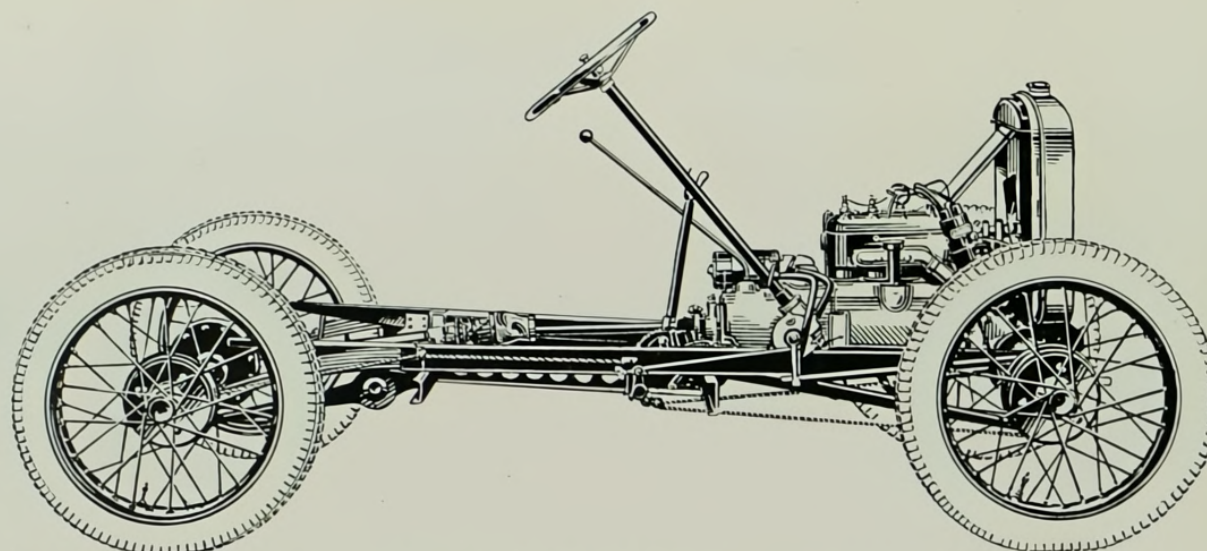
WHEELS AND TYRES.

Wire wheels, with Dunlop cord 28×4.75 (4.75in.—19) tyres.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps, combined "stop" and tail lamp, carburettor air strangler, air cleaner, clock, speedometer, motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in special compartments.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN SEVEN 4-Cylinder

The design of this chassis is covered by many important patents.

GENERAL DIMENSIONS.

Wheel base	-	-	6ft. 3in. (1,905 mm.)
Wheel base, (de Luxe model)			6ft. 9in. (2057 mm.)
Track	-	-	3ft. 4in. (1,016 mm.)
Road clearance	-	-	8½in. (222 mm.)
Turning circle	-		33ft. (10,058 mm.)

ENGINE.

4-cylinder, water-cooled, detachable head ; bore 2.2in. (56 mm.) ; stroke, 3in. (76 mm.). Total capacity, 747.5 c.c. ; R.A.C. rating, 7.8 ; b.h.p. 10.5 at 2,400 r.p.m. The larger and stronger crankshaft has roller bearings. The pistons are of aluminium alloy.

FUEL SUPPLY.

By gravity from 5 gallon tank (22 litres). A two level tap ensures a reserve supply in the tank.

IGNITION.

By coil and battery.

COOLING.

Radiator and fan.

LUBRICATION.

Engine lubrication is by means of a vane pump. Chassis lubrication is by grease gun.

TRANSMISSION.

The power is transmitted by means of a single plate clutch, which is very light in operation. The ratios of engine to road wheels are : 1st speed, 16 to 1 ; 2nd speed, 9 to 1 ; top, 4.9 to 1 ; reverse, 21 to 1. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type with differential and torque tube.

BRAKES.

The brake drums are of ample dimensions, and the brakes are now applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition control levers, and horn switch.

SUSPENSION.

Semi-elliptic cross spring in front ; those at the rear are quarter-elliptic. Shock absorbers front and rear.

TYRES.

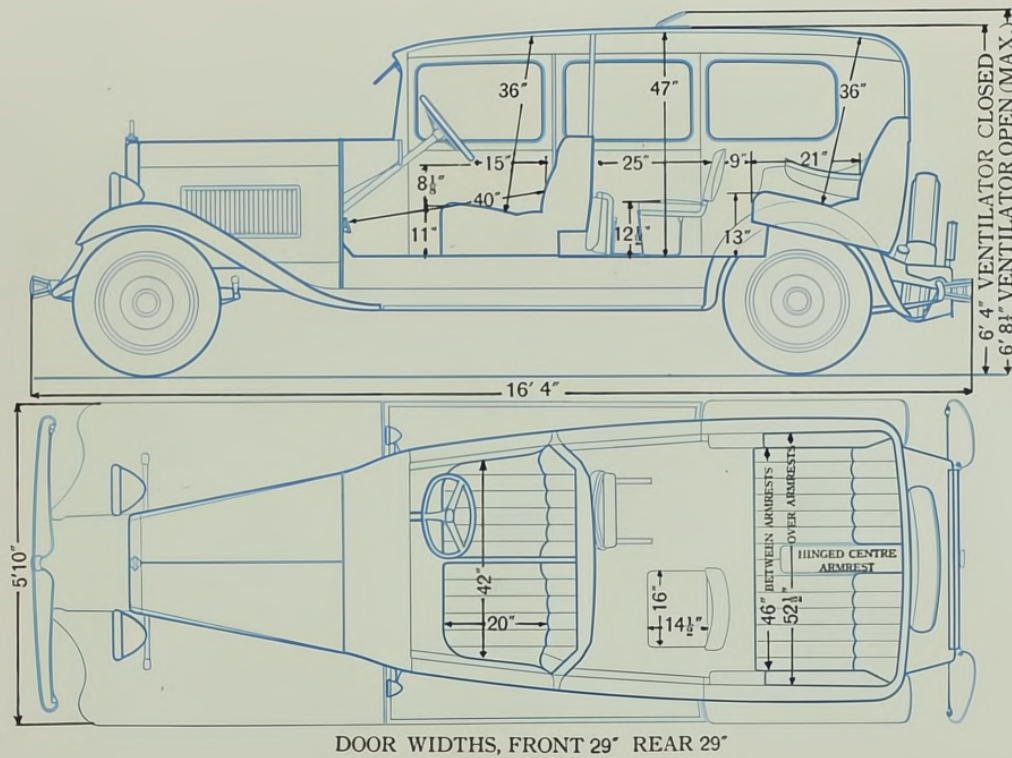
Tyres are 26×3.50in. (3.50-19) Dunlop Cord Reinforced Balloon, and the wheels are of special wire type. On the de Luxe model, the wheel centres are chromium plated.

EQUIPMENT.

6 volt electric starting and lighting, dipping beam device for headlights, hand starter switch, carburetter air strangler, dial oil pressure gauge, spare wheel and tyre, electric horn, speedometer, driving mirror, blank number plates.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.

Some Dimensions



Twenty Ranelagh

11ft. 4in. wheel base. Seating Seven Persons.

Full car length - - 16ft. 4in. (4980 mm.)
Full car width - - 5ft. 10in. (1777 mm.)

Twenty Whitehall and Carlton

10ft. wheel base. Seating Five Persons.

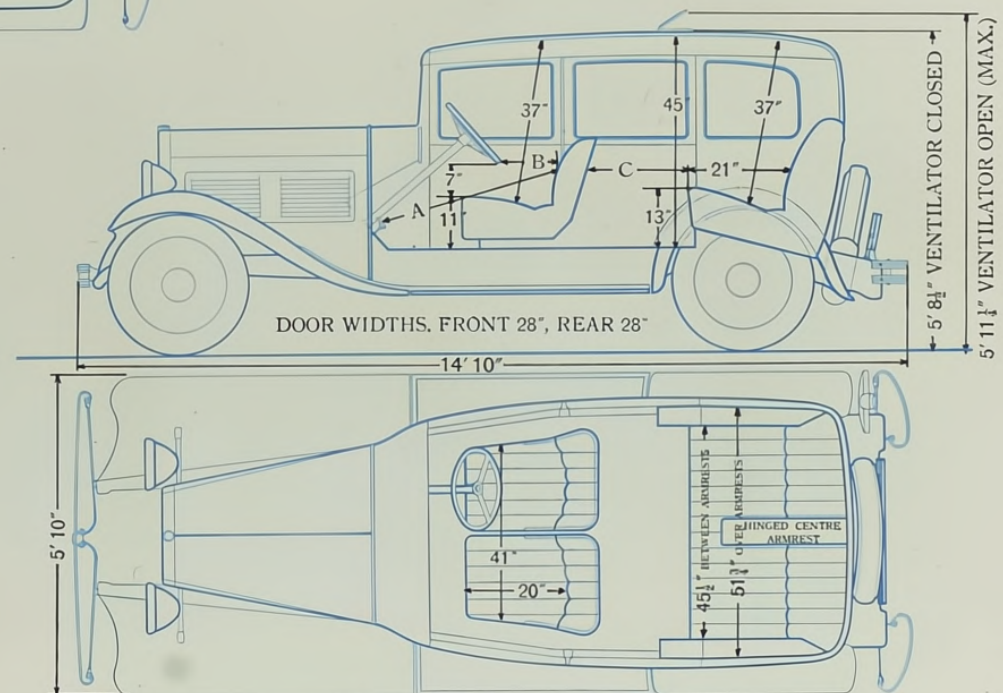
Full car length - - 14ft. 10in. (4522 mm.)
Full car width - - 5ft. 10in. (1777 mm.)

A 39in. minimum. 46in. maximum.
B 13in. ,, 20in. ,,
C 13in. ,, 20in. ,,

Twenty Mayfair

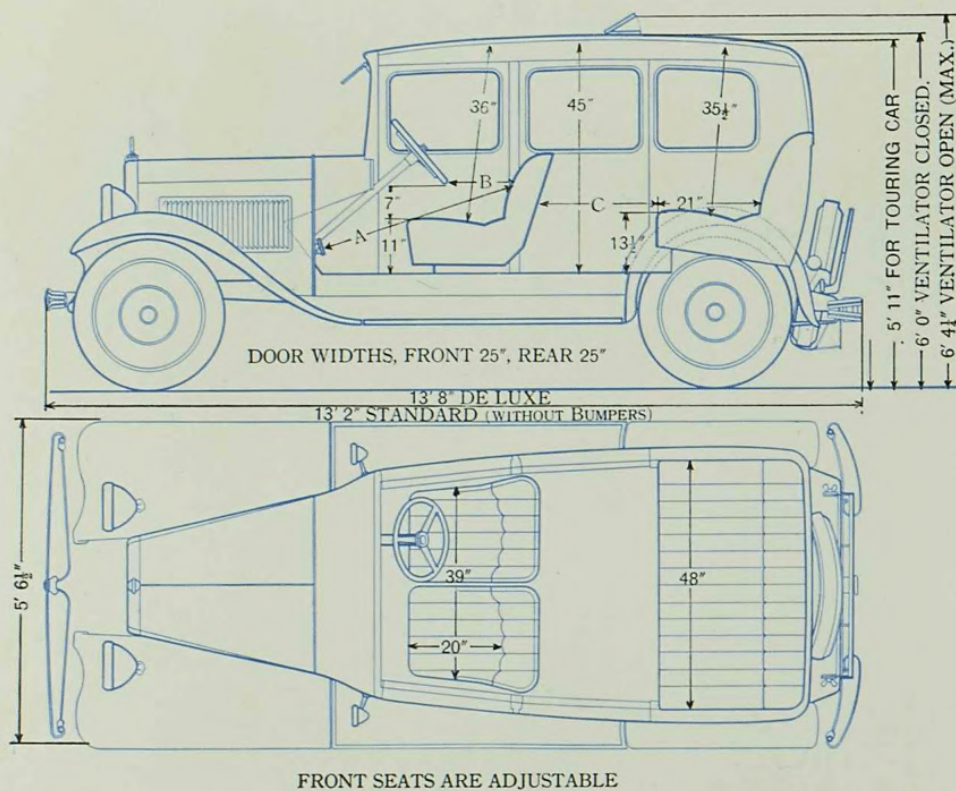
10ft. 10in. wheel base. Seating Five Persons.

Full car length - - 15ft. 10in. (4827 mm.)
Full car width - - 5ft. 10in. (1777 mm.)



FRONT SEATS ARE ADJUSTABLE

Some Dimensions



The Burnham

Seating Five Persons.

Full car length - - 13ft. 8in. (4171 mm.)

Full car width - - 5ft. 6½in. (1690 mm.)

A 39in. minimum. 46in. maximum.

B 13in. „ 20in. „

C 13in. „ 20in. „

The Sixteen "Westminster" and "Iver" Saloons have the same overall dimensions.

The Windsor Saloon

Sixteen and Twelve (4 cylinder).

Seating Five Persons.

Full car length (luggage carrier folded) - - 13ft. 3in. (4044 mm.)

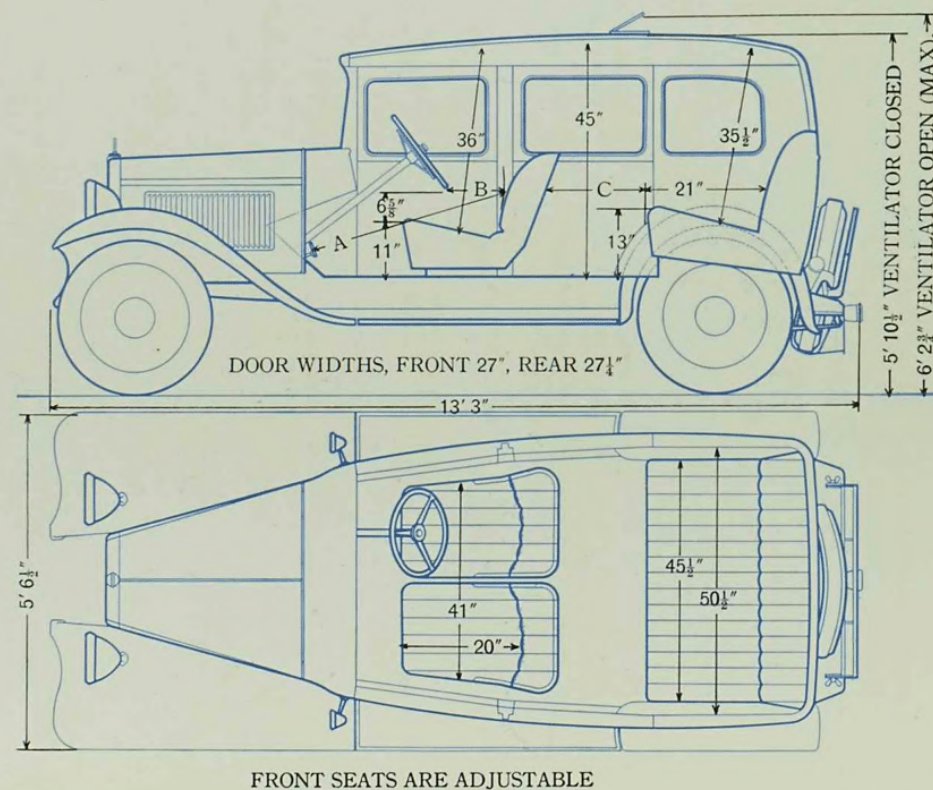
Full car width - - 5ft. 6½in. (1690 mm.)

A 39in. minimum. 46in. maximum.

B 13in. „ 20in. „

C 13in. „ 20in. „

The Sixteen "Open Road" Touring Car and the "Harrow" 2-seater have the same overall dimensions.



Some Dimensions

Twelve-Six Harley Saloon de Luxe

Seating Four Persons.

Full car length - - 12ft. 10in. (3911 mm.)

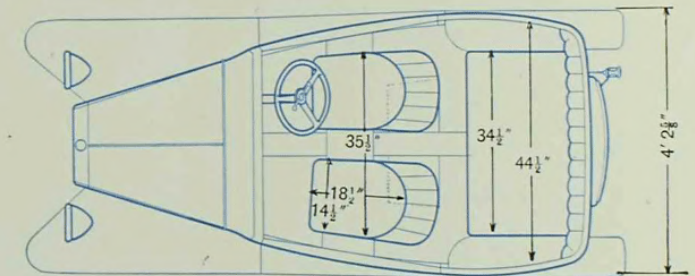
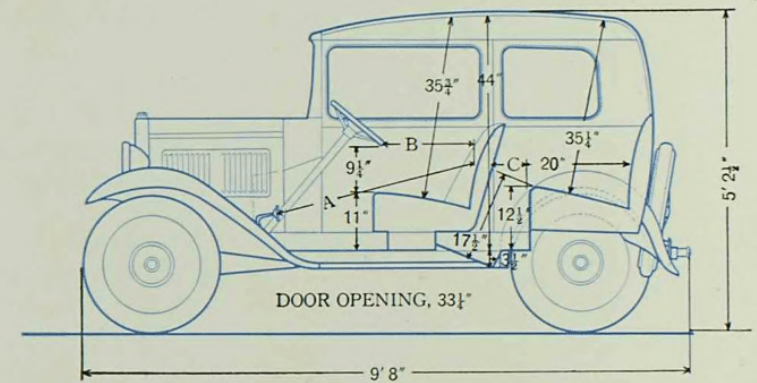
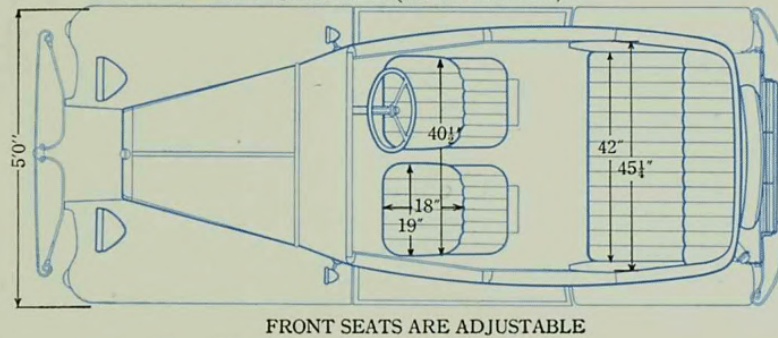
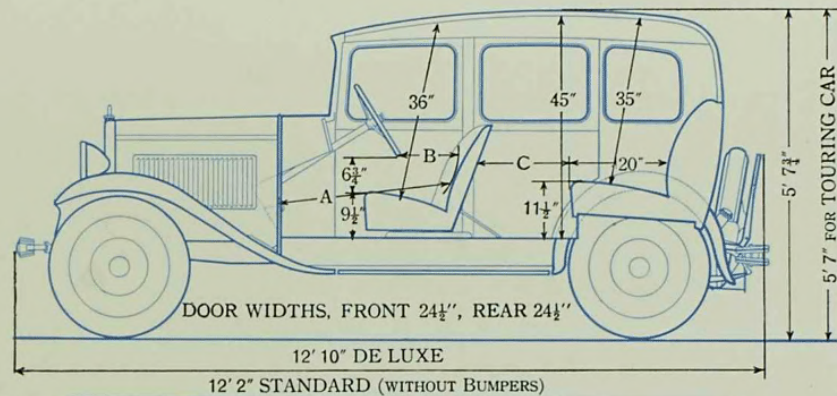
Full car width - - 5ft. 0in. (1524 mm.)

A 34½in. minimum. 41½in. maximum.

B 11½in. „ 18½in. „

C 13in. „ 20in. „

The overall length of the “Standard” Saloon and “Open Road” Touring Car is 12ft. 2in. (3708 mm.) and the “Harrow” 2-seater, 12ft. 5in. (3785 mm.), the width of each is 5ft. (1524 mm.)



Seven Standard Saloon

6ft. 3in. wheel base.

Seating Four Persons.

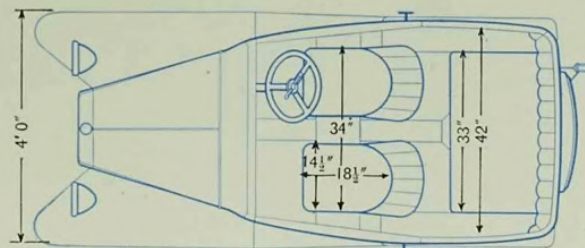
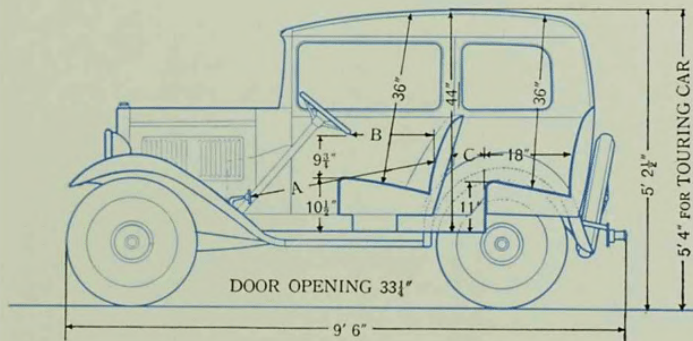
Full car length 9ft. 6in. (2896 mm.)

Full car width - 4ft. 2in. (1270 mm.)

A 38½in. minimum. 42in. maximum.

B 15½in. „ 18½in. „

C 6in. „ 9½in. „



Touring Car (Seating Four Persons) and 2-Seater

Full car length (Tourer) - 9ft. 3in. (2821 mm.)

Full car length (2-seater) - 10ft. 0in. (3050 mm.)

Full car width (over door handles) - 4ft. 2in. (1220 mm.)

Seven Saloon de Luxe

6ft. 9in. wheel base. Seating Four Persons.

Full car length - - 9ft. 8in. (2947 mm.)

Full car width - - 4ft. 5in. (1347 mm.)

A 38½in. minimum. 42in. maximum.

B 15½in. „ 18½in. „

C 6in. „ 9½in. „

Manufacturer's Warranty

THE goods manufactured by the Company shall be accepted by the purchaser subject to the conditions hereinafter mentioned and subject to the following express warranty, which excludes all warranties, conditions and liabilities whatsoever, whether statutory or otherwise, which might exist against the Company but for this provision, viz :—In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned, carriage paid, to the Company's works, which in any case must be within twelve calendar months of the first delivery of the goods by the Company, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply, free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee and it shall not be answerable for any contingent or resulting liability or loss arising through any defect. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods, which have been altered after leaving the Company's works, or which have been let out on hire, or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers, electrical equipment or other goods (including coachwork) not of its own manufacture.

The Austin Motor Co. Ltd. issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the despatch to the purchaser, without

charge except for transportation, of the part or parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective.

The purchaser shall, if required at the time of the purchase, personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car and name and address of seller with the Company, and shall obtain from the Company a signed copy of this warranty, and shall, if required, produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.

The purchaser shall send to the Company's works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the purchaser, and with the number of the vehicle from which the said part or parts were taken. The purchaser shall post to the Company at its works, on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefor.

The judgment of the Austin Motor Co. Ltd. in all cases of claims shall be final and conclusive, and purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision, the part or parts submitted may be scrapped or returned carriage forward by the Company.

Terms of Business

TERMS OF BUSINESS.—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, which shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right, on the sale of any car, to make, before delivery, without notice, any alteration to, or departure from, the specification, designs or equipment detailed in this catalogue.

Triplex glass will be generally fitted, but the Company, if supplies are not available, will substitute other approved laminated glass.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

Schedule of Prices

TRIPLEX GLASS THROUGHOUT.

CHROMIUM PLATED EXTERIOR FITTINGS.

AUSTIN TWENTY 6-Cylinder

RANELAGH (with division)	-	-	-	£575	NEW WHITEHALL Saloon, 10ft. wheel base	£525
MAYFAIR Saloon	-	-	-	£550	NEW CARLTON Saloon, 10ft. wheel base	£498
CHASSIS	-	-	-	£375		

AUSTIN SIXTEEN 6-Cylinder

NEW WESTMINSTER Saloon (4-Window)	-	£350	IVER Saloon De Luxe (with division)	-	-	£335
BURNHAM Saloon De Luxe	-	£325	NEW WINDSOR Saloon	-	-	£298
BURNHAM Drop Head Saloon	-	£325	OPEN ROAD 5-Seater	-	-	£290
CHASSIS	-	£235	HARROW 2-Seater	-	-	£290

AUSTIN TWELVE-SIX 6-Cylinder

HARLEY Saloon De Luxe	-	-	-	£225	NEW OPEN ROAD 4-Seater	-	-	-	£198
HARLEY Saloon	-	-	-	£198	NEW ETON 2-Seater	-	-	-	£198

AUSTIN TWELVE 4-Cylinder

BURNHAM Saloon De Luxe	-	-	-	£288	CHASSIS	-	-	-	-	-	£185
NEW WINDSOR Saloon	-	-	-	£268							

AUSTIN SEVEN 4-Cylinder

SALOON De Luxe	-	-	-	-	£128	TOURER	-	-	-	-	-	£118
SALOON	-	-	-	-	£118	TWO SEATER	-	-	-	-	-	£118
CHASSIS	-	-	-	-	£94 - 10							

PRICES ARE AT WORKS.

These Prices refer to "Standard colours" only, as set forth in leaflet "Colours and Upholstery," available from any Austin Dealer.

After Sales Service

EVERY AUSTIN DEALER IS UNDER AGREEMENT TO GIVE "AFTER SALES SERVICE" TO AUSTIN CARS PURCHASED FROM HIM DURING THE PERIOD OF THE FIRST THOUSAND MILES RUNNING OF SUCH CARS.

HE WILL, WITHOUT CHARGE, INSPECT, AND IF NECESSARY :

Adjust brakes.
Oil and grease all points of the car.
Check and correct carburetter mixture.
Check and correct ignition timing and tappet clearances.
Drain crankcase, gearbox and back axle, and refill.
Reset slow running adjustment.
Tighten cylinder head nuts.
Check front wheel alignment.

Examine battery and bring up to proper level with distilled water or diluted acid as may be required.
Examine all wires and terminals.
Tighten all nuts and bolts on the body, steering and springs, etc.
Adjust clutch and brake pedals.
Adjust fan belt.
Adjust timing chain.
Test the tyres for correct pressure.
Clean dynamo commutator.

ALL MATERIALS WILL BE CHARGED FOR.



The Austin Motor Company Limited

Longbridge, Birmingham

Telephones : CENTRAL 4140-4143 AND PRIORY 2101-2116.

Telegrams : "SPEEDILY, NORTHFIELD."

Code : BENTLEY'S.

479-483, Oxford Street, London, W.1

(NEAR MARBLE ARCH)

Telegrams : "AUSTINETTE, WESDO, LONDON."

Telephone : MAYFAIR 7620—7639.

AND AT

Holland Park Hall, Holland Park Avenue, London, W.11

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PUBLICATION 846.

